

in line 30, after "Dt", insert "over which a vehicle can travel"; and after "numbers" insert "in the shortest period of time".

On page 11, line 4, replace "or a" with "such as the issuance of a"; in line 6, delete "shortest" and after numeral "20", insert "which

would allow the hypothetical vehicle to travel between the enforcement units in the shortest period of time";

in line 12, after "used" insert "for enforcement purposes, e.g.";

in line 29, replace "which" with "and"; and

in line 32, after "name of the", insert "previously".

By the above amendments to the specification, Applicant does not add new matter, but merely clarifies what was already disclosed in the application as filed. In support of this claim, Applicant calls the Examiner's attention to Table 700, Figure 7. The third entry defines the distance and other relevant data between X1 and X4. As can be seen in Fig. 6, the distance between X1 and X4 is the same whether one takes path 616-614-610 or 618-620. However, the average speed limit is higher along path 616-614-610. Therefore, the application discloses using the path having the higher speed limit data to calculate the average maximum permissible velocity using the formula disclosed on page 9 of the specification. Thus, the specification supports the choice of the shortest-travel-time-drivable distance. This is what the phrase "minimum drivable distance" meant in the application as originally filed. Examiner can appreciate the fact that in order to guarantee that someone who receives a ticket using the method of the invention has justly received that ticket, there must be no alternate route which the driver could have taken, travelling within the posted speed limits, which would cause him to arrive from one point to another in less time, thus leaving the only possible conclusion that the driver exceeded the average speed limit by, at the very least, the amount his average speed exceeds the average speed limit. This clarification is further supported in the requirement that a calculated average velocity is compared to an average maximum permissible velocity, thus clearly indicating that the shortest-travel-time-drivable distance best defines what is meant by minimum drivable distance.

IN THE DRAWINGS

In Fig. 4a, applicant has inserted the reference numeral "127". A copy of Fig. 4a is provided with this change marked in red ink.

In Fig. 8, applicant has deleted the words "minimum drivable" from block 840 and provides a replacement sheet.

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